



Winston H. Hickox  
Secretary for  
Environmental  
Protection

# California Regional Water Quality Control Board

## Los Angeles Region

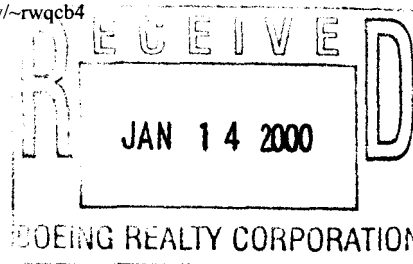
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Gray Davis  
Governor

January 7, 2000

Mr. Mario Stavale  
Boeing Realty Corporation  
4060 Lakewood Blvd., 6th Floor  
Long Beach, California 90808-1700



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### NO FURTHER ACTION FOR SHALLOW SOIL IN PARCEL B, BOEING REALTY CORPORATION (BRC) C-6 FACILITY, 19503 SOUTH NORMANDIE AVENUE, LOS ANGELES, (SLIC No. 410)

Dear Mr. Stavale:

The Boeing C-6 Facility is located at 19503 South Normandie Avenue in Los Angeles, California. Parcel B consists of 70 acres in the western portion of the C-6 Facility. Parcel B is bordered by 190th Street to the North, the former Denker Road to the East, the former Industrial Light Metals to the West, and industrial and residential areas to the South. Prior to 1940, the C-6 Facility was used as farmland. Industrial use of the site began in 1941 when Aluminum Company of America (ALCOA) operated an aluminum reduction plant that was developed at the site by Defense Plant Corporation. ALCOA operated the plant until it was closed in 1944. Since 1944, War Assets Administration, Columbia Steel Company, Douglas Aircraft Company and Boeing Company have operated and/or owned the site and used the site at various times for warehousing and manufacturing/assembling aircraft components. Boeing has completed assessment and grading of soil in Parcel B and has placed an average of four feet of clean imported fill material across the parcel during its final grading. Boeing is proposing to develop this site for commercial and industrial uses.

This Regional Board has provided oversight for the remedial investigation of shallow soil in Parcel B. In addition, the Regional Board reviewed and approved the information contained in the attached List of Documents, pertaining to Parcel B investigation and cleanup. As documented in these reports Boeing adequately assessed and characterized potential soil impacts from chemicals at the site. The constituents of potential concern identified in Parcel B included aroclor 1260, arsenic, bis (2-ethylhexyle) phthalate, 4,4-DDD, 4,4-DDE, 4,4-DDT, 1,1-dichloroethene, dieldrin and trichloroethylene. Parcel B buildings have been demolished and the Parcel B has been completely graded for redevelopment. In a March 9, 1999, memorandum the Department of Toxic Substances Control's (DTSC), Human and Ecological Risk Division (HERD), provided review and approval of the *Parcel B Post-Demolition Health Risk Assessment* document, dated December 1998. The document addressed the potential health effects resulting from the residual shallow soil contamination. A summary of potential health effects under the planned commercial and industrial land use activities, as described in the approved Environmental Impact Report for the C-6 Facility, is presented in Table 6-3 of the risk assessment. These risks fall within a range of values that HERD determines to be acceptable for the proposed land use and will not pose significant health risks for future occupants.

This letter confirms the completion of the site investigation and post demolition risk assessment for shallow soils (0-12 feet below ground surface) at Parcel B, of the Boeing C-6 Facility. We thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the shallow soil at Parcel B is greatly appreciated. We find that no significant shallow soil impacts (chemical concentrations exceeding health based preliminary remediation goals)

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exist beneath the Parcel B. Therefore based on the information provided to this Board, we have determined that no further action is required for soil investigation and remediation related to the shallow soil (0-12 feet below ground surface) of Parcel B. Therefore, Parcel B is deemed suitable for development. We understand that Boeing has placed a deed restriction on the property. The deed restriction limits future development at the site to commercial and industrial uses. The deed restriction also prohibits installation and operation of drinking water production wells on Parcel B as well as the remaining property. Please note that this no further action letter pertains only to soil cleanup at Parcel B to a depth of 12 feet below existing grade, and is to allow redevelopment of the property to proceed. However, we note that groundwater beneath this site has been impacted by volatile organic compounds stemming from off-site sources (former International Light Metals Facility (ILM) owned by Lockheed Martin Corporation (LMC)). As an integral component of the final remedial action for the C-6 facility, LMC as a responsible party shall continue groundwater monitoring on Parcel B and cleanup of the impacted groundwater originating from the former ILM facility. Boeing Company as a responsible party for C-6 facility shall further delineate the potential impact to groundwater beneath Parcel B resulting from the Parcel C VOC plume. By **February 29, 2000**, Boeing shall submit a work plan to delineate potential impacts of the VOC plume in Parcel C on Parcel B along with a groundwater monitoring and sampling plan for the C-6 Facility. If an impact from the VOC plume in Parcel C exist in Parcel B, Boeing shall remediate the groundwater as part of its final remedial action plan for Parcel C-6 facility.

In addition, this Regional Board shall be notified if any soil contamination is encountered during future development or utility removal excavations. To ensure protection of workers during redevelopment activities, an appropriate Health and Safety Program must be implemented together with adequate field screening techniques capable of identifying residual contaminants of concern. In addition, you are directed to notify us and to obtain our approval prior to destroying any groundwater monitoring well associated with remedial investigation at the C-6 Facility. Prior to abandoning any groundwater monitoring wells, consideration must be given to the utility of these wells for the future work related to neighboring sites, and the future subsurface soil and groundwater remediation at the C-6 Facility. Further, an appropriately located replacement well (if necessary) will be required for any well that is abandoned at the site.

Should you have any questions or comments regarding the above, please contact Rebecca Chou at (213) 576-6733 or Augustine E. Anijelo at (213) 576-6812.

Sincerely,

Dennis A. Dickerson  
Executive Officer



Dennis Dasker  
Principal Engineer  
Chief Groundwater Division

cc: Michael Y. Young, Ph.D. – Integrated Environmental Services, Inc.

Attachment: Boeing C-6 Reports, Parcel B  
p:\boeingc6\parcelbc-6facnfacomp.doc

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BOEING C-6 REPORTS, PARCEL B

<u>TITLE</u>	<u>AUTHOR</u>	<u>VOLUME #</u>	<u>DATE</u>
Parcel B Post-Demolition Risk Assessment	IESI	1	December 1998
Parcel B Post-Demolition Risk Assessment Supplemental Data, Book 1	IESI	2	December 1998
Parcel B Post-Demolition Risk Assessment Supplemental Data, Book 1	IESI	3	December 1998
Parcel B Post-Demolition Risk Assessment Supplemental Data, Book 1	IESI	4	December 1998
Parcel B Post-Demolition Risk Assessment Supplemental Data, Book 1	IESI	5	December 1998
Parcel B Post-Demolition Risk Assessment Supplemental Data, Book 1	IESI	6	December 1998
Sampling and Analysis Plan	Kennedy/Jenks		June 1997
Parcel B Phase II Site Characterization	Kennedy/Jenks	1	January 1998
Parcel B Phase II Site Characterization	Kennedy/Jenks	2	January 1998
Parcel B Phase II Site Characterization	Kennedy/Jenks	3	January 1998
Parcel B Phase II Site Characterization	Kennedy/Jenks	4	January 1998
Parcel B Supplemental Sampling and Analysis Plan	IESI		March 1998
Parcel B Supplemental Site Investigation Report	IESI		July 1998

